

The Pedal Pusher

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4

An almost monthly publication promoting the spirit of the Northwest Cycling Club

Message from the President By Bob Swank

THE NEW ROUTES or A PATH LESS TRAVELED

Well, once again the weather has not been exactly cycling friendly during the month of February. We were able to get our new routes off to a good start on the 24th of February. I received both good and bad comments about the new route. The floor will be opened up for comments at the April meeting for discussion of the roads, new starting area, etc. I'd like to thank all who have given of their free time, their car's gas, and Sunday afternoons, and having to put up with me.

As I'm writing this the shop had it's SUPER SHOW last night. I look forward to these every year. I tried to keep the meeting short and the fun of the show as long as possible. I saw many faces I haven't seen in a while, and some new faces that will hopefully join our ranks. The best news I received last night was that Julie Mashburn will take over for Craig Rennpage as Editor of the *Pedal Pusher* beginning with the July issue. Craig's job prohibits any free time to devote to the newsletter for the later half of the year. With Julie taking things over the transition should be seamless. Thank you to both of you.

The much beloved Time Trials are moving this year. We've had way too much traffic on Shiel Road to make it safe for those who participate in the event. I'm not going to elaborate in this article about the new site, however it has no 90 degree corners and of course one turn-around. It will still remain a 10K. Dana Chamness will announce the new location at the April meeting, and a map will be added to the web page at www.northwestcycle.com.

I've had fun being your President these past 14 month's but it's time I returned to being "Bob, the guy who rides his bike". In this pursuit I've asked Lori Walker to run the April

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Message from the President

Board Meeting and the April General Meeting. Lori has shown me that she has what it takes to run the show. I'll be at the April meetings and back at the helm for the rest of the meetings.

By the time you read this our Blue Bonnet Express will be over for another year. I hoped we had good weather, blue skies, plenty of blue-bonnets, and a slight breeze (always at your back), and plenty of riders. Gail kept me well informed about the state of the ride, and everything at this point (one week before the ride) looks very promising. Our electronic entry system and web site application was very helpful, and of course, the good old mail entries are always welcome. Thank you Kathy Clark for entering all the participant information into the computer for the generation of "The List" that we used during packet pick-up.

ON THE COVER

A thank you goes to David King for sharing his wealth of bicycling related clip art with the newsletter staff. You may recognize some of the clip art strewn about in this issue as having David's signature 1800s motif, developed during his past tenure as the Pedal Pusher editor. A case in point is the drawing on the cover of this month's issue. David provided this picture of a fellow riding a "boneshaker" (circa 1860). Basically a hobby horse with pedals connected to the front wheel, the design soon became popular and cycling as a social activity and competitive sport soon developed thereafter.



LASTLY----- If you read this paragraph last month and acted—Thank you. If not, please re-read this and ACT!

At last month's (February) board meeting and last month's General meeting we discussed the pending bill in the state legislature commonly known as Senate Bill 238 (SB238). This is a bad piece of legislation. Any new law that inhibits the rights of individuals for the betterment of a few is basically flawed, and hopefully doomed to failure. This pending legislation must pass through committee first. I believe this bill will die in committee. However, we cannot rest on that assumption. Our web page www.northwestcycle.com has a downloadable letter outline that you can mail off to your State Senator or to Senator Wentworth (the Bill's sponsor). Please make sure you stick to facts and not let emotion or wild tirades enter into your response. Let's show our support for the demise of this piece of legislation.

That is about it for this writer, and I'll leave you alone until next month. But until then remember to: "save some cookies for me".

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National Off Road Bicycle Association (NORBA)
Bob Swank
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David King
International Mountain Bike Association (IMBA)
Kevin Hopper
Texas Mountain Bike Racing Assoc. (TMBRA)
Gail Hurley



NWCC News Briefs



Bad Bike Bill Update

(Provided by Julie Mashburn)

The "Bad Bike Bill" remains in the State Affairs committee waiting to be scheduled for committee debate. The bill's author, Senator Jeff Wentworth (R-San Antonio) recently said it has been amended to exempt charity rides and drop the slow moving vehicle sign requirement. The Texas Bicycle Coalition (TBC) is monitoring the legislation closely in case Wentworth attempts to attach SB238 to another bill in order to expedite debate. Monday, April 9th is "Cyclists in Suits" day at the capitol to remind the Texas legislature that cyclists are tax payers and we vote.

On a brighter note, the Mathew Brown act (MBA) was filed on Feb. 27 as two bills, HB2203 and HB2204, by Roberto Gutierrez (D-McAllen). Representatives Gutierrez and Ann Kitchen (D-Austin) presented the Matthew Brown Act to the press on Feb 28th.

HB2203 provides:

- administration and funds for major traffic safety projects in the vicinity of schools;
- provides funding for urban trails to allow people to ride safely to local amenities;
- provides a model for local option bicycle helmet program;
- strengthens some traffic safety issues for motorists.

HB2204 provides:

- increased penalties for motorists exhibiting aggression towards cyclists and pedestrians;

- defines safe passing of cyclists and pedestrians;
- provides for a defensive driving course for cyclists;
- provides for more complete reporting of bicycle and pedestrian injury crashes.

NWCC members can help promote the sport of cycling by writing your representative and senator in support of the MBA and to express concern over the Bad Bike Bill. NWCC website has draft letters for your use as does Texas Bicycle Coalition (<http://www.biketexas.org>) and TXBRA (<http://www.txbra.org>).



February 6th Club Meeting Notes (Provided by Laurie Hopper)

Bob Swank gave out T-shirts to new members and discussed "big thoughts" we had from the board meeting, including a legal fund for cyclists, and a letter to homeowners about the "bad" dogs. He also said our club was doing better than any club in Houston. And he gave the plaque to the CPA John Price. He also gave the volunteers of the year their jerseys. They were Gail Hurley, and Morris and Mary Taymon.

Voluntary Chair: Stated that the ride starts for Feb. were filled.

Safety Chair: How to ride in groups and deal with dogs. Dr. Tom Vining also joined our meeting and spoke a few words on how the dogs view us from their perspective (playmate, intruder, or lunch).

Newsletter Chair: Stated that newsletters went out last week.

Race Director: Discussed the forthcoming road race on Feb.24th at Pace Bend Park.

Bluebonnet Chair: Stated it is still going great and that we have lots and lots of cookies coming.

The Guest Speaker: was "Ernie," a massage therapist and how he has and will help us out at the Bluebonnet and Katy Flatland.

Mark Neagli discussed the Expo on March 6th which would be held from 5 pm till 9 pm, and also the MS 150. He provided additional input on the Bad Bike Bill.

General Discussion: The new ride start at Zube Park was set for Feb 24th. Ron spoke about the Special Olympics beginning March 3. Bob notified everyone present that we would vote on the budget at the next meeting.

And last but not least, Eric Warnsman embarrassed Morris telling everyone that it was his 41st birthday and we all sang Happy Birthday to him.

Salt And the Ultraendurance Athlete

By Dr. Mark Jenkins

Recently, Americans have been urged to pay more attention to their sodium intake. Decades ago, all foods seemed heavily salted. Then, a link between sodium intake and high blood pressure was discovered. Suddenly, "sodium-free" or "low sodium" products began flooding the consumer market. Certainly, to a degree, this is justified. Many diseases are worsened by excess sodium intake, and millions of Americans must closely watch the amount of sodium in their diet.

However, sodium is a required element for normal body functions. It is lost in sweat and urine and is replaced in the diet. The body has a remarkable ability to maintain sodium and water balance throughout a variety of conditions, thus ensuring our survival. Ultraendurance events challenge this survival mechanism.

In hot, humid conditions a large amount of sweat is lost, which can disturb sodium and water balance. Adequate hydration and sodium intake -- either via sports drinks or food -- becomes vitally important during long races. The goal of this article is to help you determine how to maintain sodium balance during training and racing and during recovery. The information for this article came from a variety of published studies done on healthy, young athletes and may not be appropriate for everyone. Athletes who are under a physician's care or have health problems should check with their doctor about salt and their ability to exercise in the heat.

Hyponatremia -- what is it?

Hyponatremia means a low concentration of sodium in the blood. When it occurs in triathletes, it usually happens during long or ultra-distance races in the heat but may occur anytime. It is estimated that approximately 30% of the finishers of the Hawaii Ironman are

both hyponatremic and dehydrated. The longer the race, the greater the risk of hyponatremia.

What causes it?

The exact mechanisms are not fully understood and I won't go into the complex physiologic pathways of sodium and water balance. The simplest answer is that lost sweat (salt and water) is replaced by ingested water (no salt). This dilutes the sodium in the bloodstream, and hyponatremia results. Longer races carry a greater risk of hyponatremia because of the total amount of sweat lost. During exercise in the heat, more salt is lost in sweat per hour than is usually replaced by food and fluids, including sports drinks. Your body can tolerate a degree of imbalance for a short period of time, but it may decompensate if this continues for too long.

Sweat contains between 2.25 - 3.4 grams of salt per liter, and the rate of perspiration in a long, hot race can easily average 1 liter per hour. So, for a 12 hour race, one could lose approximately 27 to 41 grams of salt. If the athlete replaces only the lost water and has minimal salt intake, hyponatremia can result.

Medications and hyponatremia

Aspirin, ibuprofen, and other non-steroidal anti-inflammatory agents interfere with kidney function and may contribute to the development of hyponatremia in triathletes. The same applies to acetaminophen (Tylenol). I have seen many athletes taking these drugs during Ironman races, and I strongly recommend against this practice. They won't make you faster and may hurt you. Under tough conditions, your kidneys need to function at 100%. Other drugs that may contribute to hyponatremia are diuretics, narcotics, and

certain psychiatric medications.

What are the symptoms of hyponatremia?

The spectrum of symptoms can range from mild to severe and can include nausea, muscle cramps, disorientation, slurred speech, confusion, and inappropriate behavior. As it progresses, victims may experience seizures or coma, and death can occur. Severe hyponatremia is a true medical emergency.

Treatment

Minor symptoms, such as nausea and mild muscle cramps, can be treated by eating salty foods and hydrating with a sodium containing sports drink. More severe symptoms require treatment by qualified medical personnel. If you think you are suffering from hyponatremia or are unsure, seek medical attention immediately.

Recommendations

There are no clear cut guidelines, and recommendations need to be individualized for each triathlete. Some authorities recommend drinking less water to rebalance sodium and water intake. However, given the risk of dehydration and heat injury, this is not a practical recommendation. To reiterate, all of the hyponatremic athletes in the Hawaii Ironman were also dehydrated. Others recommend increasing salt intake, and this seems more prudent. By ingesting more sodium, hydration with water is balanced and dilution of blood sodium does not occur.

Relative importance for different length races

It cannot be stressed enough that you have got to know what your needs are

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Coach Joë's Monthly Training Program

By Joë Noack

Finding Time to Cycle

The first time I was asked what I did for "leisure" I paused a moment, and then with great confidence blurted out, "I ride my bike!" The interview continued and I was asked to section my day into time spent for work, time for activities of daily living and time for leisure. The realization came quickly that I spent a lot of time at work and personal care (dressing, grooming, bathing etc.). Very little time I soon realized was actually spent enjoying myself in leisure. The question that really made me think, though, was the one that further defined how I actually used my leisure time. The choices were between active, or physical leisure (sports, exercise), passive leisure (reading, crafts, art etc), cognitive leisure (puzzles, games, museums, etc), and sleep. I was baffled! How was I supposed to further define the limited time I had claimed as my own in this leisure category? Could you as the reader do the same? Hopefully, after reading this article you will be able to while having a better grasp of time management concepts and skills in budgeting of your personal time. If for nothing else, you can throw around the term "leisure" among your snooty friends and business contacts just to see the reaction!

Defining our Role as a Cyclist

To begin, it is important to define some of the common roles we play in our daily lives and then look at how those roles affect our ability to have time for ourselves. For example, when you introduce yourself to someone new, what do say about

yourself? Usually your name and the type of business you conduct will come out. Depending on the circumstances and the length of the conversation, you may discuss your roles of "parent, sibling, grandparent, teacher, friend, and coach", to name a few. Despite the actual role you have chosen for yourself, how do you describe your hobbies and use of your free time? As avid bicycle riders, racers and enthusiasts we often tell others exactly what we do.



It may sound something like this—"I am a bike racer." "No, not motorcycles, road bicycles . . .with pedals . . .like Lance Armstrong rides!" (For those of you who ride track, BMX or mountain bikes, or do triathlons, just substitute the words to include your specialty area.) Immediately following this lengthy description, it is common to have someone ask you, "How often do you ride?" Here is where we get into trouble. The macho racer response is "I try to do about 25 – 40 miles a day during the week and then 80 – 100 miles on Saturday and Sunday". The truthful answer is

more like this-- "Well, I try to do at least an hour a day and then the Saturday club ride or the Sunday ride . . .but if I get two or three days a week in I am doing good! Ultimately the guys with nothing to hide simply state "I ride on a Saturday every now and then . . . or whenever my spouse lets me go." Joking aside, it is clear that we actually define ourselves by the leisure activities we pursue on a regular basis. It helps to clarify who we are, what our level of involvement is, and who our social circle is. Having this type of understanding is important so that further categorizing and defining our roles within cycling can be accomplished in a realistic manner.

Cyclists take on various roles within the sport. Usually, we start out as a casual neighborhood rider. A few rides around the neighborhood; maybe with the family in tow, and we get to feel good about getting out to cycle. At this level the focus is primarily for family involvement and beginning fitness. There are few expectations from the family, society and yourself. It is literally just "something to do" to break up the pace or to get the kids away from the T.V. As we start to feel better about our cycling skills, though, we may find another neighbor or co-worker who wants to expand to longer community rides and or developing the endurance for an organized tour. I have seen this happen most often with the M.S. 150 ride here around the Houston area. Corporate teams develop, sponsorship ensues, and we are off to get the training in. Sometimes it is a personal goal for moti-

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vation. The ability to say, "I did the M.S. 150" (plug in another tour name) becomes the motivating factor. Our focus then becomes one of increased fitness and definite focus. Some definite changes occur when this motivation to ride happens. Our families may fall to the wayside as we progress toward this goal. Our yards may go a few more days unattended. We may even miss a couple of Sunday church services in the name of "training". With our rationalization caps on (truly that is what the helmet is) we say to ourselves that we "deserve the riding time; it is that which helps to keep us sane; and that it is a spiritual endeavor or quest". Along the way, however, there are the beginning comments from those we have abandoned regarding our time away. The end goal is in sight and we stay focused for it is realistic for us to complete our goal and be successful. All of these factors are big self-esteem boosts, which we may not get in our daily lives and other areas of involvement. It feels good to succeed and actually be good at something. It is nice to have other people telling us that we did well. The natural reaction to all of this external gratification is to totally wrap ourselves in this "feel good blanket" and continue to pursue new and better goals.

After a few tours and meeting a few more cyclists who may have the same interests in cycling that we have, we may start riding with a local club. These are ritualistic gatherings full of secretive customs and traditions, most of which we do not know until after a considerable amount of time with a club. How was I supposed to know that riding in a T-shirt, dark socks and tennis shoes would be frowned upon? I

also did not know that the Styro-foam helmet with the colored helmet cover was no longer the "in" thing to wear! I did not know enough to realize my ignorance in the sport of cycling. There are places along the route where the riders stop to visit a store, get a bite to eat or drink. The most confusing, though is the areas where the pace suddenly picks up and no one says anything to each other and then someone takes off in front of the group for a little while. I do not know why they do that because they just come right back to the group and continue riding. Why are they trying to wear themselves out like that? After all, there is another 20 miles to go! Over time riding with the same group of cyclists we can overcome these barriers and questions because our newfound friends are so supportive and encouraging. We are hooked on the sport by now and we quickly come to the realization that a new budget area has blossomed to include cycling stuff. Components, gloves, socks, shoes, pedals, and clothing start to appear on our wish lists. The old helmet disappears, the dark socks go away, the t-shirts are off and we begin to look like a serious cyclist, never mind how we may handle our bikes at this point! A developing cyclist will then start riding longer and faster and may even like to try racing. Here is where we as cyclists need to be acutely aware of our needs for scheduling, communication, and balance in the rest of our lives. Juggling between work, self care issues, meetings, commitments, and family needs becomes a three ring show and we realistically have to get it worked out, and fast. Knowing how to go about accomplishing this task is the key to success, but unless a person has studied a com-

bination of psychology, sociology and the interrelationship of recreation and leisure pursuits, he/she may not be too successful without a little expertise help thrown in. I will try to provide some helpful tips for resolution in the next few paragraphs. Hopefully you as the reader will be able to identify your own areas of need and incorporate some adaptations to the way you are going about the process for an overall balance in your life. Even if just one area speaks to you and you choose to change a little, the results will be astounding.

It Takes Planning

We have all set out on a fitness quest with lofty goals for better health, smarter racing, longer distance, and faster speed. How many of us, however forget to actually plan our pilgrimage and fall short within the first few months? In a nutshell, planning for leisure time is just like budgeting for an expensive new cycling "what-not". It is necessary to create time, sit down, and plan it out. Having a working knowledge of your "typical day" is helpful in this skill. Ask yourself some of the following questions to help in this process. Did you consider everything else you need to do during the day? Are you able to prioritize the "wants" and the "have to do's?" Make a list to help yourself during this process, because it is very easy to become overwhelmed and give up the idea of planning before you even get started. Look at your week as a whole. How many hours do you have for cycling available? After the depression sets in, look for any areas and days when cycling can be a priority, and then publish those days as fact for family or significant others to see. Take a look then at your year and break it

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Finding Time to Cycle*

down into quarters. Here is where we get into fractions, so put your math caps on. In these quarters divide the weeks into a couple of six-week blocks. These are what I refer to as "training cycles". Each cycle will have it's own set of goals and training regimens (hopefully building on each other, or helping to reach your ultimate training goal for the year). For the baffled among us, the club coach or a personal coach will be able to help during this process, just to make sure that the organization and "flow" for progress is in place. It is the training cycles, which will determine the amount of progress you can expect during the year. This is a simple concept. The more you are able to do in a training cycle, the more you will progress during that time. Keep in mind, however, if you have made goals for fitness level riding and then decide to train five days a week during the entire training cycle, you may have to revisit your overall goals. This is important especially if the spouse and family are lamenting your absence! Now that the idea and planning for training cycles is complete, let us move to some other areas of

need in the planning process. One idea that I use quite often with cyclists who are looking for time to train is to write down a week at a time on a piece of blank paper. On each page include the goal for that six-week training cycle. Put the sheet of paper on the fridge, the computer or the bathroom mirror and check off each day as it is successfully completed. Should you find that you are missing more days of training than you are completing, it is time to re-evaluate your goals and adjust your program for successful completion. Again, your coach can help with this. The importance of the ritualistic paper trail for training is so that a "visual cue" is created. We often convince ourselves that we can make up the lost days down the road and ultimately what we do is perform badly at an event and wonder why. I would much rather have a poor performance in an event and know why (let's say I missed 30% of my training days during that period), than play the guessing game and excuses of bad breaks and eating the wrong food the night before etc. Creating an organized method for viewing your training program is essential in the yearly planning process. Without a

road to travel, you may end up blazing a much longer trail than needed (mountain bikers need not get too excited . . . the planning process is the same for you too!).

Another issue that is commonly overlooked is to make sure you are taking breaks in your training cycles so that over training does not occur. There are times when cyclists will all of a sudden "find time" for more training. Instead of sticking to the pre-planned schedule, it is common for individuals to take advantage of the increase in time and actually do damage through over training. Your body may not be ready for this increase in training and the risk for injury is higher. A common error as well is to not compensate your nutritional intake and fluid balance for the increase in training. If you increase the volume and or the intensity, you must always increase your food and fluids! How simple is this concept? Yet, during certain training times, we often do not remember or follow this valuable premise. If you feel that you are tired most of the time, irritable, unable to raise your heart rate despite hard efforts, you may be suffering from over training. Talk to your coach or personal

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NWCC MEETING LOCATION!

Come join Northwest Cycling Club at one of their monthly meetings. Meetings are held at Northwest Cyclery on the corner of Hwy 290 and Jones Road.

Meeting dates and times are:

First Tuesday of the month (except December)

Race Team Meeting at 6:45 pm

General Club Meeting at 7:30 pm

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trainer for advice on this one. Ultimately you will have to taper your time and efforts on the bike and take a break. It is the same with any sickness, which lasts longer than a week, or two. There are special training sessions designed to allow your body a chance to get well without over stressing any one system while you are sick. Then after you are well, there will need to be a ramp up period to get you back into the regular program again. Take your time and do not rush back in too soon!

Family Balance

There are more cyclists that have other commitments aside from work and cycling. This definitely includes our spousal and family responsibilities! For those of you who are married or involved with a partner who also enjoys cycling, your planning and time budgeting may be a little different, but necessary just the same. There is a running joke in the cycling community about a "good cyclist being a single cyclist". Many of us, though have certainly felt the twinges of that one at one point or another in our relationship with cycling. Even I have been accused of having an illicit affair with my bike. Needless to say it is a vicious cycle, so to speak! If you want to get good and be competitive at the sport it is necessary to ride. The rationale goes something like this: riding takes time . . . time is limited . . . family needs time . . . someone has to give. I have personally witnessed at least 5 divorces over the years related to a spouse's inability to overlook the need for spending time on his/her bike. In some cases it was well known that riding the bike was the escape from the unhappiness at home, however I do not suggest or condone this course of action to any-

one!

How, then, do we go about finding a solution to this dilemma? For starters, involve your spouse in the planning process! Honestly talk about your goals and aspirations. Discuss the time commitment needed and look for ways to work around your spouse's interests. Notice that the focus is not on how you will get him/her to work around your interests? In a nutshell, COMMUNICATE. Secondly, create a calendar listing the important training days and competition or tour information. This puts the "big picture" in front of both of you so that it minimizes any surprises. There will be more resistance to letting you go and ride if it was an assumed expectation rather than a planned event! The old adage that "you cannot read a person's mind" is definitely true in this area. If it is important to you, let it be known in advance.

Another technique that has worked well for me is taking the initiative of asking myself how I can be actively involved in my spouse's hobby in some way. In this way, there is a give and take relationship and mutual respect for each other's time while developing an appreciation for your spouse's "fun". This can include switching off child care duties to free him/her up to do their hobby, or going with your spouse to garage sales, craft expositions, rides in the country, opera, dance venues etc. For those of you who have a physically active spouse in another sport, make sure you consider supporting them at their important events and provide the same consideration that you are expecting for your events. During your communication and planning steps, it is important to remember creating ways for your spouse to be actively involved in cycling too, even though he/she may not enjoy riding a bike. Some suggestions may

include such things as coming to the races and pinning numbers, organizing water bottles, being a part of the cheering section, taking official "team photos", driving the sag wagon, etc. You may find that when your spouse is included in these necessary aspects of the sport, they are more willing to actively participate in other events, as long as they know that their participation is greatly appreciated and not just expected. This give and take relationship can best be described as RESPECT for each other's hobbies.

Finally, it is very important to not keep a rigid schedule, but to remain as flexible as possible during your season. There are always meetings, extended family commitments, minor emergencies, work stressors, school activities and church socials to consider. Not everyone makes a yearly plan and publishes it early to fit our needs for structure! If something does come up unexpectedly, discuss it openly and honestly with your family. State the importance of your event versus the conflicting schedule. Weigh the pros and cons, and write them down. Come up with a plan for compensation. This is important especially when it seems that as cyclists we are giving up more than we are receiving! On the other hand, our spouses may feel that they are the ones giving more often than not. With the decisions written down, there can be a better visual picture created. Decisions can be based on facts, then, rather than loosely associated feelings from months ago that seem to keep visiting at the most inconvenient times! The most important aspect of this problem solving strategy is the concept of FLEXIBILITY in creating and following a schedule when the family is involved.

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April 2001



Sun	Mon	Tue	Wed	Thu	Fri	Sat
<i>1 Tour De Cypress</i> <i>TIMBRA #5</i> <i>Rouge-Roubaix III RR</i>	2	3 Club Meeting 6:45 PM Race Team 7:30 PM General Members	4	5 MS 150 New Rider Clinic	6	7 Club Ride Zube Park (Roberts Rd & 290) 8 AM LAF Downtown Crit
8 Ride for the Roses	9	10	11	12	13	14 Club Ride Zube Park (Roberts Rd & 290) 8 AM
15	16	17				20 21 Club Ride Zube Park (Roberts Rd & 290) 8 AM Timbra #6 MS 150
22 TIMBRA #6	23	24	25	26	27	28 Club Ride Zube Park (Roberts Rd & 290) 8 AM Fiesta Grande
29 MS 150	30					

Cycle Aerobics 101

Introduction

By Ron Ostrowski

The human body is designed for mobility. And yet, on every Saturday morning ride I see cyclist go into the drops and stay there for two or more hours. Never coming up for air. Years ago, on the infamous Hill-40 ride, we took time-out to stretch. Every 30-40 minutes someone would yell out "**Butt Break**". Everyone stopped pedaling and did some stretching. Some real basic stuff like standing up and stretching the calf muscles. Swinging one arm at a time to replace circulation in the hands and stretch the arm muscles. A few head rolls to ease the tension in the neck. We only took about a minute, which didn't affect our overall Average Mile Per Hour. And it really felt great.

Stretching of muscles allows them to receive circulation, release lactic acid build-up and thus improve their performance. Did you ever notice that when you are really hammering your hands are like a vise on the handle bar, you grit your teeth, your chest muscles contract. **Why are they contracted?** Analyze the muscles you tighten during the ride. Do they assist in any way? Try to relax muscles that aren't related to maintaining your cycling speed. Tightening of muscles groups consumes energy and tires you out. The next time you pull off the front of a paceline and drop to the back, do some stretches to relieve your muscles. Sure, I know you all change hand positions once in awhile. Do the same for the other 187+ body parts that are screaming for a "**Stretch Break**".

(Continued on page 18)

Smithville Mountain Bike Race Report

By Gail Hurley

Smithville...what a race!

I have to tell you this, I am so incredibly proud of our race team. We had a large number of racers lined up at the first of the races in an eight race state championship series.

Our jerseys dominated the line up, and we had a bunch of first timers out there just nervous as heck! But no need, we have the finest support system of all the race teams too! Cheering squad at the finish line, shoulder rubs, ya- hoos and champagne! People eagerly wanting to hear the details of each racer's race! Everyone had a pat on the back, and smiles were prominent!

NWCC was mentioned over and over again by the announcer, and we all sat to the side being rowdy as heck, and NOT obnoxious...well, at least WE didn't think so!

Our women's team had a great turnout...and I have to tell you...Mary Claire Collins came to watch us, and ended up racing for the sheer heck of it, and took a second place in her first ever race! She had never even ridden that race course before, and just wanted to spectate! What a hoot! And how proud am I? Well, like a Mother Hen!

Julie Tamborello, Renata Junold, Melanie Lacy (1st!), Laurie Hopper, Lori Walker, Donna Wiley, Me, Cheryl Fulton (1st!), Mary Claire Collins, Tracy Meixenberger, Sandra Rice, and lots of others were there to show that our team was a good, fun one! And..that we can kick some butt too!

The guys were just as cool...with Charlie Strack coming out for his

first race for us in quite some time. Colin Winsor, Jack Talton, Kevin Hopper.... well, they know they are adored by the screaming at the finish line! No one came in without some hoopla! We all went out to eat after, and laughed about the cactus in my butt (which was not all that funny!), and the things that happened to

everyone during their race.

I love this team! I mean it..what fun just to watch! Thanks to Jay Bond for his help in massaging shoulders and necks! If you can, come and cheer at the next race. There is so much activity going on that it is like a big party at the offroad races . . . well worth a day of cheering! See you there?

Gail Hurley . . . Just-like-a-Mom!



(Continued from page 4)
Salt and the Ultraendurance Athlete

Length of Race

	less than 1 hr	1 - 3 hrs	>3 hrs
water	+/+	+	+
carbohydrate	-	+	+
salt	-	+/+	+

prior to race day. Rehearse your hydration, feeding, and salt strategy during your training sessions. There are so many variations between individuals that there is no single right answer. Know what your body's' needs are.

- Drink frequently to attempt to stay hydrated.
- During a long, hot race, aim for a total sodium intake of approximately 1 gram per hour, as recommended by Doug Hiller, M.D. from experience with the Hawaii Ironman. Please note that this may not be appropriate for everyone.
- During training, heat acclimatization, and for several days leading up to a big race make sure that you increase salt intake by 10 - 25 grams per day.
- Sodium is also important for recovery. A Texas favorite after a hot training ride, or run, is low-fat tortilla chips (salty ones) and picante sauce (quite salty).
- Avoid aspirin, ibuprofen, or other anti-inflammatories, and acetaminophen during exercise, but especially during a race.
- Check with your doctor if you have any health problems.

Salt vs. Sodium?

Undoubtedly, some of you have noticed that FDA food labels list grams (or milligrams) of sodium, and at times in this article, I have referred to grams of salt. What is the difference? Salt is made up of sodium and chloride. The FDA labels lists only the sodium content. This is because there are usually other sodium containing salts (eg. sodium citrate) in these products. To avoid confusion, the easiest way to ensure that you have enough sodium intake is to get used to reading the FDA labels. For example to get 1 gram (1000mg) of sodium into your body, you would need to drink more than half a gallon (2.18 liters) of Gatorade -- certainly impractical every hour! To get 1 gram of sodium from table salt, you would need to ingest 2.5 grams (1 gram from sodium, 1.5 grams from chloride). A teaspoon of salt weighs approximately 6.6 grams.

What about salt tablets?

It is best if you strive to get your sodium from both sports drinks and salty foods -- as opposed to salt tablets -- for two reasons. Salty foods stimulate thirst, and it is possible to ingest too much salt with tablets but very difficult with food. If you don't think that your food and sports drink is providing enough sodium, then consider salt tablets. Make sure you know how much you are taking!

What foods are best?

Ideally, foods consumed during a long race should be low fat, low protein, high carbohydrate, and provide a source of sodium. You need water, carbohydrates, and salt to survive a long race. For convenience, I have listed a few foods and sports drinks and their respective sodium content. You'll need to experiment and find the combination that is best for you. Get used to reading the FDA labels.

	Mg sodium	serving	fat(g)	carbo(g)	protein(g)
Gatorade	110	8 fl.oz	0	14	0
Exceed	50	8 fl oz	0	17	0
Baked Tostitos	40	1 oz.(13 chips)	1	24	3
SnackWell's					
Wheat crackers	170	5 crackers	0	12	2
Sunshine Bavarian					
Sourdough pretzels	490	2 pretzels	0	23	3
Baked Rold Gold					
pretzels	500	10 pretzels	1	22	3
Baked Rold Gold					
Hard Sourdough					
pretzels	220	1 pretzel	0	19	2
Premium Fat-free					
Saltines	130	5 crackers	0	11	1
Mr. Salty					
pretzel twists	550	9 pretzels	0.5	24	3

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(Continued from page 8)
Finding Time to Cycle

Peer Pressure

Now that we have talked a little about the importance of scheduling and communicating with our families, it is also important to realize the enormous pressure that our social group plays in the process. We all seek out various hobbies for different reasons, but the main similarity that comes up with cyclists is the "social factor." Simply put, we enjoy the cycling experience better when we ride with other people who share the same interest. Think about it. When we are finishing a century ride it does us good to look at the other tired faces and cramping muscles of those around us and say to ourselves, "We are not alone"! This type of social need can be both positive and negative in various ways. Often, cyclists rely on peer pressure to force us to show up and participate. We use guilt, intimidation and out right strong-arming to include our cycling friends in the experience. I cannot remember how many times my spouse has been the subject of my teammate's discontent when she has said no to my participation in a major event. As I remember it, the conversations would go something like this: "Are you coming Saturday?" "No I have plans with my family already, maybe next time." "Well, you know that the team is counting on you to be there" "I know, sorry, maybe next time" "This is important to the team, we need you to help get the team points" "OK, point made, I will ask my spouse if there is any possible way that my Grandma can wait on dying until after the event!" This scenario has been exaggerated to make a point, however the feelings are the same even it involves needing to

stay home to mow instead of cycling.

Now that we have discussed and created a story about how peer pressures affects us personally as well as our desires for cycling, we need to also look at the opposite side. How do we put pressure on other cyclists to come out and join us despite their commitments? Certainly we need to be careful and be considerate of the responsibilities and commitments of our fellow cyclists who may not have the same pre-arranged cycling schedules that we have. No one likes to feel that they are not a part of the club or team based on their not being available for certain rides or events. The solution to this problem is one of personal steadfastness and positive self-esteem and self worth. Too often our value of ourselves relies on the opinions of others. This is where your pre-planned and family discussed schedule comes into play. It is easy to stand firm and say no to your teammates or social buddies when you have a concrete plan to point to and say "I will be able to cycle on these days . . . see here". It makes it very clear. It will certainly cut down on the misperceptions that may develop from a team that is counting on your showing up for practice when they know whether to expect you or not on a particular training ride. It is very acceptable for you to remind others of your priorities and ranking for your family versus hobbies etc. After all, none of us are paid cycling professionals. We actually volunteer our time to punish and flog our bodies into physical fitness and fatigued submission! The last thing we need is for someone else to make us feel more guilt for not being able to participate in something we would already rather be doing—this is true torture for most of us. Practice saying this phrase, "I would love to be there with you all,

but I have a prior scheduled commitment. I will be able to come out on (date)". It will do you a tremendous amount of good. The more you say it, the easier it gets and the less guilt you will have. Good luck with this one!

Putting it all Together

I have presented a lot of information in this article. To say the least it could have been broken down into about three separate articles. I think, though that with the article presented in this complete format you may be able to implement immediate changes where they may be needed. As cyclists we lead very busy and often stressful lives. Our "escape" is riding a bicycle. This takes time and a dedication to consistent participation following an established plan. Active communication and planning with our families, friends and significant others is a must. Pre-planning is very important along the way. Communication, flexibility and respect are needed for all who are involved in order for any training program to work alongside our daily work, activities for daily living and leisure pursuits. When things happen unexpectedly along the way, it is important to adjust, seek advice when needed and keep our goals in front of us. Should we fall behind or have a need to take an extended break, it is time to re evaluate our goals and go through the planning process again. Thank you for taking the time to read this article. It was difficult to write, as there was a lot to say. I hope it will be helpful to many people in the pursuit of health, fitness and leisure fulfillment. As always, I am available to answer any questions, or clarify any points in the training program. Call me at 936-321-8536 or e-mail at jnoack@attglobal.net.

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- Ride Clinics



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These Specials good for April 21st through
the 29th
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2001 Wildflower Cycle Tour and Steeplechase By Janie Hill

I am contacting various cycling clubs throughout Texas regarding a ride I am organizing called the "2001 Wildflower Cycle Tour and Steeplechase."

Date: April 28, 2001

Time: 9:00 A.M.

Place: St. Mark's Lutheran Church - Cuero, Texas (approx. 90 mi. SE of San Antonio; 95 mi. S of Austin; 120

mi. N of Corpus Christi, 150 mi. SW of Houston)

Distances: 5 options, between 10 miles and 60 miles, along the lanes and byways of DeWitt County

Terrain: gently rolling plains (there are changes in elevation)

Fees: By 4/20/01 - \$16 - adult; \$12 - 14 yrs. & under (w/adult)

After 4/20/01—\$20 - adult; \$16 - 14 yrs. & under, after 4/20/01

Helmets required for riders.

The registration form will be posted on the local Chamber's website, www.cuero.org or www.dewittwildflowers.org.

4/01

NWCC Member Profile Of Bill Duckworth

If you have ever taken a stroll around Northwest Cyclery, sooner or later you will happen upon the smiling face of Bill Duckworth. Bill works as a bike mechanic at the "Shop" and he is no doubt one of the most helpful and bike savvy guys you will ever meet. Got a mechanical problem concerning your bike? Ask Bill, if he can't fix it, it was probably time to buy a new bike anyway.

Bill started as a bike mechanic at a small shop near Memorial Park. Bill used to stop by there to borrow some tools and fix his own bike. When he asked the owners if he could help them out they eventually said yes and I got into the bike mechanic business. It wasn't easy and Bill said he had to learn some lessons the hard way, but it was a great edu-



Photo by Dana Channess

cation.

After a couple of years, Bill later heard about a mechanic position opening at Northwest Cyclery and jumped at the opportunity. About his move to Northwest Cyclery, Bill says "I feel very lucky to work at such a nice shop and be part of the best bike club in the state. I've made so many friends in these few years, and met some very fine folks. Cyclists are unique in their common pursuit.

Racer or recreational, all riders enjoy cycling as a release of personal energy as they propel themselves at their own chosen speed. It's that individual effort and release of energy that we all enjoy. Huffy or Homegrown, it's all the same!"

Bill now races for NWCC in both road and offroad events. I've ridden with him recently in Chappel Hill and helplessly watched him hammer further away from me with each passing hill. I've also seen him in action at the recent Powerhouse Gym Road Race, where he competed in a very tough Master's 35+ division and came in 8th out of a field of 49. More recently, on March 3rd Bill competed in the TIMBRA#3 mountain bike race (at Bluff Creek Ranch near Warda) and came in 1st out of 46 competitors in the Sport Class, 35-39 division.

Next time you stop by the Shop, be sure to walk around to the back and say hello to the guy with the smile.

Racing Accomplishments:

Mountain Bike Racing - Sport class:

- **First place** at TMBRA#3 Bluff Creek Ranch near Warda (2001)
- **Second place** finish at Rocky Hill's Mountain Bike Rally (2001)
- **Seventh place** overall after the Spring 2000 series
- **Tenth place** overall after the Fall 2000 series (after a broken hip)
- **Eighth place** overall after the Spring 1999 series
- **Seventh place** overall after the Fall 1999 series

Road Racing - Cat V./Masters:

- **Eighth place** at Ronde Von Seale (Powerhouse Gym at Pace Bend) 2001
- Passed Craig at the finish line of the Bear Creek Crit 2000 (*Editor's note: Now I never really said that Bill was always a nice guy).*

- **Eleventh place** at Bellville road race 2000
- **Ninth place** Hempstead road race 1999

Profile:

Age/Height/Weight: 35/ 5'11"/ 160 lbs

City of Birth: Houston, Texas

Occupation: Full Time Mechanic at Northwest Cyclery

Hobbies (other than cycling): Sitting on the couch (especially after cycling)

Joined NWCC (When? Why?): Joined in 1998 when I started working at the shop.

Bikes Owned: Schwinn Homegrown Factory 1998 and a Cannondale CAAD 4

Dream Bike: Mtn. - Schwinn Homegrown Limited and Road - Cannondale CAAD 6

Cycling related goals for 2001: Mtn. - Finish in the Top 3 overall, Road - Achieve Cat IV status

Started Cycling (When? Why?): I started in 1987 when my friend and I each bought a bike. While my friend enjoyed road riding, I discovered the trails and started off-road riding. I raced my first mountain bike race in 1988. In 1998, I also began to train on a road bike for mountain bike racing.

Favorite Local Training Route: Mtn. - Memorial Park, Road - Northwest Club ride

Training Philosophy: I try to ride with people who are faster than me. That way I have to work hard and push my limits to stay with the pack. A note of caution - know your limits and avoid over-training so that you don't burn yourself out before a race. **Don't ever give up.**

One Last Ride By Ron Ostrowski

February 24th, 2001 was a milestone for NWCC. On that date, the Saturday morning ride start was moved to Zube Park. I've been with NWCC for 10 years and we have always started at the Cy-Fair parking lot. Our routes changed over the years to such roads as Telge, Budreau, Grant, Cypress Rose Hill, Hwy 2920, but we had our origin at CyFair. The route names have been "Hill Forty", "Flat Forty", "Stagecoach", "Extended Hill Forty", and "Orientation Ride".

I thought about the mechanics of changing the ride start location and I knew that not everyone would hear about it, so I volunteered to remain at CyFair on February 24th. My task was to handout directions and route maps to the lost souls that drove to CyFair by mistake. Only twelve cyclists needed this redirection.

Although volunteering is a noble deed, I actually did it for a selfish

reason. I wanted to ride out from CyFair on **One Last Ride**.

I ventured out on my trusty Trek from CyFair to do a nostalgic ride. I only wish I had taken a recorder with me to make notes on all the thoughts and memories that flooded my mind during that solo ride.

During the first few miles I started feeling eerie. It was so quiet. There were no sounds of other tires humming on the blacktop, nor sporadic calls of "Cars Back," "Hazard Right", "Left Turn." There was **Total Silence**. Mother Nature aided the nostalgic mood by presenting a gloomy cloud cover and heavy breezes that filled my ears with the sound of rushing wind.

Added to this was a total absence of vehicles that morning. It was as if everyone and everything knew that no longer would the Saturday morning silence be broken by groups of

cyclists rousing the local dogs, horses and wild geese, with shouts of "Passing on Left", "Road Kill Up".

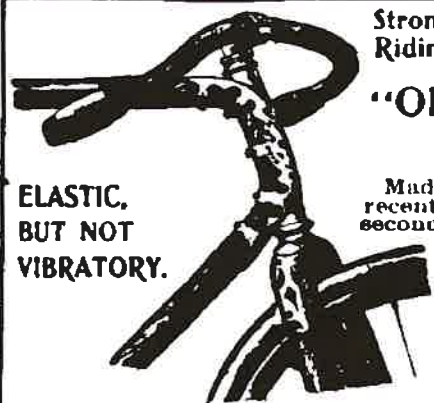
My spirits rose upon arriving at Zube Park. There were about 60 cars parked there. Quite a few hardy souls had taken the challenge of Mother Nature's threatening clouds, strong headwinds, and were willing to venture out on unknown roads.

From past experience with NWCC, I know these initial new routes will evolve over time. Better roads, fewer dogs and various distance routes will be discovered.

Change Had To Happen. Growth of new sub-divisions, extension of Hwy 290, and construction of shopping centers have driven the wild animals further out into the country. We are wise to follow the animal instincts and move our ride start.

This thought was hammered home to me during my return trip home wherein I came within six feet of being run down by a vehicle entering the gas station at Huffmeister and Cypress N. Houston. I too will have to change. No longer is it safe to ride my Trek from home to the ride start. I too must transport my Trek via car to the new ride start. This is a major change for me for I have cycled to and from CyFair these past ten years.

Darwin once said; "Species must Change and Evolve or become Extinct." NWCC, we have changed and we will survive.



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Dog Incident Report Form

Cyclists must contend with dogs from time to time. Dr. Tom Vining states that dogs are either playful, protecting their territory or they simply want your leg. Below is a form that we ask to be filled out in the event of an unpleasant encounter with a dog. Mail the completed form to 17458 Northwest Frwy., Houston, TX 77040 to the attention of the NWCC's secretary. A decision will be made at the next board meeting on whether to contact the owners or the authorities.

DOG INCIDENT REPORT FORM

Your Name _____

Your Address _____

Date and Time of Incident _____

Location of Incident _____

Description of Dog or Dogs _____

Describe the incident:

Mail form to: NWCC, 17458 Northwest Frwy., Houston, TX 77040, attn: Club Secretary

(Continued from page 20)

Assistant Editor's More Than Half Page

more helpful advice like; "don't eat 'then', that's too late", "use one water bottle", "race on 23c tires, not



20c, as they are less likely to flat," and "don't use the extra wheels, put a spare and some cartridges in your saddle bag." When I was later attaching my bag to my bike, another one of my advisors asked why I was doing that. "Don't use the bag, if you really want a tube, put it in your jersey", or better still, yet another advisor advised, "forget the tube, and catch a ride back in a car if you flat out." Preferring the latter option (it was the simplest), I took nothing.

Next I was wondering about warming up. Should I do the race circuit once, or ride my trainer? Of course I had no shortage of advisors on this one either . . . "ride the race circuit, you'll get to see how the course is laid out." "No, don't ride the circuit, what if you flat out there and get stuck." "Ride the trainer," I was told, "and slowly take your heart rate to about 155, just below anaerobic, keep it there several minutes and you are warmed up." Of course, thirty seconds later I was hearing about another method centered on a specific 20-minute workout, going a certain cadence for specified lengths of time. Then an-

other minute later I was informed that I should simply ride about 30 minutes on the trainer because I "seem to take 30 minutes every Saturday to warm-up, then "stretch it" a bit towards the end.

Thanks to a plethora of additional advice, I somehow managed to find my way to the starting line. It was about a minute into the race as I watched the lead woman pulling the pack, trying to figure out how she could drop back and pull off, however, everyone would shuffle around behind her whenever she tried. Just then I noticed my chain was rattling. I pulled my shift lever slightly to adjust my chain, and it caused my chain to jam. If I had followed some earlier advice to get rid



of my small chainring (so that I would no longer look like a "Fred") I would have at least had an opportunity to experience the race. But, instead, I stopped, fixed the chain but lost the pack.

The advice didn't stop there, and the learning continued . . . learning it was not fun doing laps and riding all by myself. So, when the Masters came by, a pack of at least 30 guys, I caught the end and drafted with them a while. Hey, this isn't so bad. I'm having a nice ride, kind of like a Saturday ride. Wouldn't you know, one of those guys, burst my bubble and they advised me (rather undip-

lomatically I might add) that I was cheating. Hey, it's just a draft, does it matter whose? Aren't we all racing? So, I decided even though I had lost the race, now I was officially disqualified. But, I then felt guilty, so I let the pack go on. Although I really disliked passing the crowd at the starting point, all alone, it was probably better than passing by the crowd while drafting off of another pack of men! Later I began drafting off of one lone straggler, and again, I was kindly advised that I was cheating. Really now, just one little guy?

Well, as you might have guessed, I didn't exactly place in the top three that day (although my friend Renate Junold did). All in all, it was a great

experience filled with advice and lessons that I will keep in mind for many races to come. I'm just not sure yet what advice and lessons I'll be trying to remember.

Editor's Note: In her capacity as Assistant Editor, Lauren is an essential element in the publication of this newsletter. Without her help proofreading, as well as her input over various newsletter issues (and the debates with me over some of those issues which she almost always wins) the quality and timeliness of this publication would be woefully different.

NWCC Saturday club ride, 8:00a.m. at Zube Park (1 mile east of US290 and Roberts Road Road). Several distances and speeds to choose from.

Wednesday club ride, 5:30 PM to dark at Bear Creek Park. Come anytime. Join the pack as they circle the 6 mile loop.

Mountain bike rides at the Cypresswood Trails — 5:30pm each third Tuesday of the month.

Interested in a Sunday ride? NWCC makes sure that there are some of those also. Ride starts vary each week so check with a club officer or call Northwest Cyclery for additional info.

*(Continued from page 10)
Cycle Aerobics 101*

Look in the future issues of NWCC for specific Cycle Aerobics Exercises that any novice can do while on the bike. Hey, it could help you big time while riding the MS 150. Especially if you spend 6-10 hours in the saddle each day. Talk at you later.

*(Continued from page 14)
NWCC Member Profile*

Average number of miles you ride each week: 100 to 150 miles per week

Pre-ride eating: Champion Nutrition's Metabolol II Meal Replacement Shake- choc. flavor

During the ride: Champion Nutrition's Revenge Energy Drink - mango

Post- Ride eating: Champion Nutrition's ProScore 100 Protein Recovery Drink - choc

Most admired cyclist:

Mountain. — John Tomac — impressive competition history (BMX national champion, cross-country national champion and downhill national champion at different points of his career).

Road — Jan Ullrich — double gold at the 2000



NWCC Classifieds

Highwheeler Bicycle: Anyone interested in buying or riding a highwheeler bicycle can get in touch with Gail Hurley at BikinGail@aol.com or call 281-255-9873 for further info." I am not selling mine, but trying to entice others into the wonderful sport of high-wheeling! Will help you to learn how to ride one! Assorted sizes and materials available through Rideable Bicycle Replicas, I am a dealer for them.

For Sale: Bob Yak trailer. It retails 250.00, Performance has it for \$230.00....I will let it go for \$215.00. It comes with the weather-proof bag. Call Gail at 281-255-9873. Still in box minus the Christmas wrap! I have two of them and I need to sell one!

For Sale: Weider model 144 weight bench for sale. New-in the box. Never been used. \$50 832-444-4454 (cell) or 713-523-4289 (work) Ed Fleming

Wanted: Road bike between 54cm - 56 cm Looking to spend about \$500 Contact Gina Lucker - email: glucker24@yahoo.com

For Sale: Diamondback Wildwood Deluxe Bike— Shimano 24 speed, RST front fork suspension, hybrid tires. \$195 Contact Sam at 713/266-0795 or email sgiancarlo@yahoo.com.

DID YOU KNOW?

Bulk mail does not get forwarded by the Post Office. If you move, please remember to give NWCC your new address. Otherwise your newsletter is just getting thrown in the trash by those postal workers!

Membership Application



RELEASE:

In signing this release for myself or for the named applicant, I agree to absolve all of the sponsors, organizers, and associated entities, be they individuals or organizations, singly or collectively, of any injury or misadventure suffered as a result of taking part in any activities associated with or related to the **Northwest Cycling Club**, or **Northwest Cycleries, Inc.**

Mail to:
NWCC
17458 NW Fwy
Houston, TX 77040

PLEASE PRINT CLEARLY

Check One: () **New Member** () **Renewal**

Name

Family Membership - additional names:

1) _____ 2) _____
3) _____ 4) _____

Address

City

State

Zip

Home Phone

Work Phone

E-mail address

Birth Date

Medical Condition

Emergency Contact/Phone

Occupation () willing to volunteer skills

Signature

Date:

Method of Payment:

- ☐ Cash
☐ Check

Dues are \$20.00 per year for single members and \$30.00 per year for families. All renewals are due in March for the full-year rate. **New member**, please refer to the table on the right for the amount due with your application.

Thank you for joining Northwest Cycling Club.

Amount Paid

\$ _____

Month	Single	Family
JAN	\$20.00	\$30.00
FEB	\$20.00	\$30.00
MAR	\$20.00	\$30.00
APR	\$20.00	\$30.00
MAY	\$15.00	\$25.00
JUN	\$15.00	\$25.00
JUL	\$15.00	\$25.00
AUG	\$15.00	\$25.00
SEP	\$10.00	\$15.00
OCT	\$10.00	\$15.00
NOV	\$10.00	\$15.00
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The Pedal Pusher

The Assistant Editor's More Than Half Page

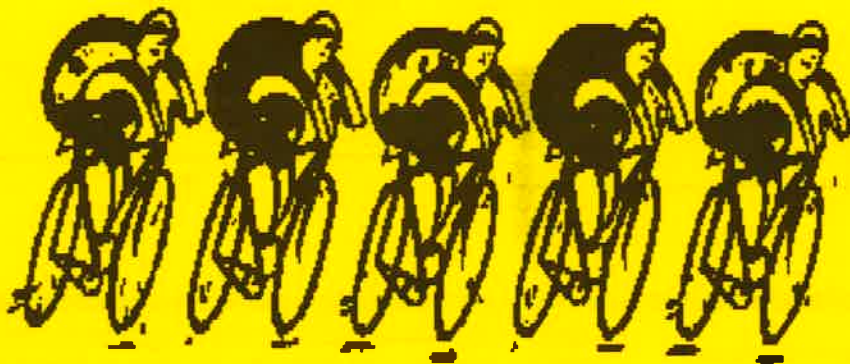
By Lauren Mahony

Reflections On My First Race

And so I was preparing myself for my first race . . . the Powerhouse Gym Road Race at Pace Bend Park near Austin. I was wondering how it would play out, but I knew I shouldn't worry as I had lots of good advice. For example, Saturday, the day before the race, my riding buddies said they would be doing the 23 mile route "nice and easy". When I arrived on that very gusty Saturday morning, they decided they would do a "nice and easy" 50 miles. Nothing was nice or easy about the ride. We hammered and I was stuck, and my legs felt like lead stumps when we were through. So much for a light ride in preparation for my first race (and a race in the hills to boot). Of

course the other preliminary race advice I received was very helpful, they told me what I should eat and

that I should race on 20c tires, not 23c, as they provide less rolling resistance.



when. That I would need two water bottles, "fill one with water and one with sports drink", that I should bring two extra wheels, for the wheel-in, wheel-out rule, and

Talking about the race on the way with my friend made me a bit nervous. Fortunately for me when I arrived at Pace Bend, I got a little

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